

Introduction

On August 4, 2020, the City of Stockton and the planning team held the final Stakeholder Representative Group (SRG) meeting for the City's Greater Downtown Active Transportation Plan. Representatives from the following community-based organizations were in attendance:

- San Joaquin Valley Air Pollution Control District
- Downtown Stockton Alliance
- San Joaquin Bike Coalition
- Public Health Services of San Joaquin County
- San Joaquin RTD

The virtual meeting provided an opportunity for the project team to share and receive feedback on the Plan's recommended bikeway and pedestrian network for the Greater Downtown area.



Stakeholder representatives during the virtual SRG meeting.

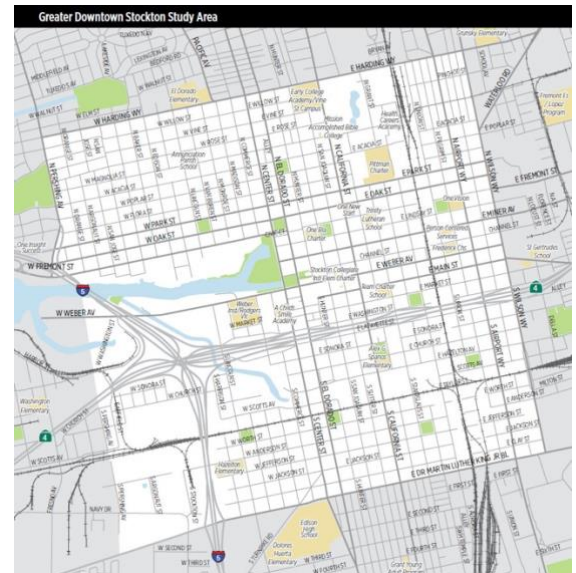
Greater Downtown Stockton Active Transportation Plan Overview

In 2017, the City of Stockton received grant funding to develop a Greater Downtown Active Transportation Plan. The Plan identifies and recommends bicycle and pedestrian improvement projects in Greater Downtown, a four square-mile plan area located in Stockton's central business district.

The projects identified in the Active Transportation Plan will:

- Provide a safer and friendlier environment for people to walk, bike, roll, use wheelchairs, and ride transit
- Balance all travel needs while moving more people in the existing roadway space
- Enhance public health and livability
- Improve air quality
- Support the revitalization of Greater Downtown Stockton

Upon completion of the Plan, the City of Stockton will be well-positioned to seek funding to implement the recommended bicycle and pedestrian projects.



Stakeholder Representative Group Meeting Overview

The meeting objectives included:

- Present and receive feedback on recommended travel demand management and infrastructure projects, policies, and evaluation criteria to help the City prioritize project implementation in the future.
- Discuss stakeholder feedback on the proposed recommendations.
- Review the plan implementation process and next steps.

Meeting Presentation

Gladys Cornell, Principal at AIM Consulting, began the meeting by welcoming attendees and thanking them for their participation. Each project team member and attendee introduced themselves and the organization they represented. Gladys then provided an overview of the meeting format and agenda, and introduced Dodgie Vidad, Traffic Engineer with the City of Stockton. Dodgie provided an overview of the plan's goals, and thanked stakeholders for their participation throughout the plan development process.

Tracy McMillan, Senior Associate with Nelson\Nygaard, continued the presentation by reviewing the overall plan process and identifying key input the project team received throughout the community engagement process. This feedback, including specific locations where walking and biking is difficult or uncomfortable and area-wide challenges, helped inform the recommended strategies for the plan. These strategies will work together to create a cohesive bicycle and pedestrian network in the Greater Downtown area.

Recommended Strategies

Travel Demand Management Programs

The project team recommends the City implement a survey to understand how residents and community members currently commute to the Greater Downtown area. In addition, the plan recommends implementing a "travel smart" outreach program, which is an education and awareness campaign to encourage residents and employees to choose to travel by bike, foot, or bus. Two additional recommended programs are a bike parking program where community members or businesses can request a rack, and a bike and/or scooter share program, both of which could help making active transportation more convenient for residents and employees.



A bike parking program could respond to the community's need for bike racks, and a sidewalk infill program could close sidewalk gaps in downtown.

The project team also identified an interim/pilot program to install protected bike lanes. A “Slow Streets” program was also recommended to encourage activity in the Greater Downtown area, while still following social distancing guidelines.

Infrastructure Improvements Program

Proposed city-wide infrastructure improvements include new wayfinding and signage to help bicyclists and pedestrians navigate around downtown, an annual sidewalk infill program, and an access management program to address driveway consolidation on commercial corridors.

Policies

Several proposed policy improvements and programs could help streamline the plan’s implementation. These include:

- Vision Zero – policies and programs aimed at eliminating deaths and serious injuries from citywide traffic crashes;
- Complete Streets – a policy that includes all modes in City street design and operations; and
- Zoning and Development Code – a code can require active transportation elements, such bike parking and pedestrian-friendly design, in all new developments.

Programs

To achieve the plan’s goals and objectives, two programs are proposed as part of the draft plan:

- Curbside Management Strategy – a study of on-street parking, loading areas, and pickup/drop-off areas could help the City build an understanding of curbside activity in the area.
- ADA Transition Plan – a plan that identifies disability access deficiencies in sidewalks and curb ramps and can support the City as it pursues funding to make improvements.

Evaluation Criteria

After developing the recommendations, the City and project team prioritized them based upon the following evaluation criteria: equity, safety, connectivity, transit access, population and employment density, economic development, level of traffic stress, and project readiness.

Projects

The City and project team have also developed a list of specific proposed projects that would improve bikeways, intersections, and pedestrian crossings. The improvements include near-term recommendations which could be implemented in the next 1-5 years. These are outlined below.

Near-term recommendations

In response to community comments, the City and project team have identified more than a dozen locations to install push-button activated flashing beacons or HAWK signals (also called pedestrian hybrid beacons) to improve crossings of busy streets. These include:

- Dr Martin Luther King Jr. Boulevard at Turnpike Road, El Dorado Street, and Stanislaus Street
- Center Street at Rose Street, Oak Street and Park Street, Market Street, Harding Way, and Jefferson Street
- El Dorado Street at Rose Street, Oak Street and Park Street, Market Street, Harding Way, Jefferson Street, and Acacia Street
- Other locations along California, Jefferson, Lincoln, Stanislaus, San Joaquin, and Union streets



An example of a HAWK signal.

Long-term recommendations

Bikeway projects

Some of the key bikeway projects included in the draft plan include:

- Buffered bike lanes on Main Street, Market Street, and Lincoln Street
- Protected bike lanes on Weber Avenue
- Bike boulevards on Aurora Street and Rose Street



An example of a bike boulevard project.

Complete streets corridor studies

The plan also includes several proposed complete streets corridor studies:

- Airport Way: The City could assess travel and parking lane tradeoffs for the installation of protected bike lanes. This would also include intersection treatments and sidewalk infill.
- Fremont Street / Park Street / Oak Street: To determine the best east-west route through downtown, the City will consider funding bicycle and pedestrian facilities on Fremont, Park, and Oak Streets.
- Harding Way: Because this corridor experiences high traffic volumes, the city could assess parking tradeoffs to install protected bike lanes.

Summary of Findings

Following the presentation, stakeholders engaged in a group discussion about the near-term recommendations, as well as the evaluation criteria the City and project team have used to prioritize each project's implementation.

In general, participants thought the proposed improvements addressed key challenges facing those who walk and bike in Greater Downtown. They were supportive of the proposed mid-block crossing improvements and bikeway projects, although some felt concerned that some types of bikeways were not included. Others expressed how important the plan's implementation will be to creating a safer environment for pedestrians and bicyclists in the area, in addition to changing the community's perception of safety downtown.

The comments are summarized below:

Proposed Recommendations

Bicycle facilities

- Does the City or project team have a specific plan or approach to implementing a new bike parking program?
 - Project team response: The City's 2017 Bicycle Master Plan included specific recommended actions: (1) Establish siting and design requirements for short-term and long-term parking; (2) construct bike parking in City- and Parking Authority-owned parking structures and lots; (3) Partner with businesses to cover partial or full cost of bike parking installation. The city of Sacramento has a bike parking program that could offer a local implementation example, which includes a provision allowing businesses, residents, and community organizations to submit a request for bike parking installation by completing a city-provided site suitability evaluation.
- There is a community desire to see some of these projects implemented sooner than others. I would suggest that the focus on funding and implementation of east and west bicycle connections will make more south and north connections possible.
- I am concerned that there are no Class II buffered bike lanes included in the proposed recommendations.
 - Project team response: There are several opportunities in the Greater Downtown area to construct buffered bike lanes, where there is ample street space and traffic conditions do not warrant a physically protected bikeway design. Final recommended bikeway concepts include a number of buffered bike lane connections, including Park Street, Oak Street, Main Street, Market Street, and Lincoln Street.

Pedestrian / Sidewalk facilities

- All facilities in the downtown area should be electric scooter and ADA accessible.
- Due to the recent pandemic, there is more sidewalk space being taken up by outdoor dining, and it may very well continue in the future. The City should anticipate more people at curbs and sidewalks. This is an especially important consideration in relation to curb ramp extensions.

Transit

- The local transit district has serious difficulty with staying on-schedule, due to a lack of proper parking enforcement at bus stops. All bus stops in the region should have a red curb, and no vehicles should be allowed to park there.

Other

- Downtown's aesthetics and connectivity are related; this project is more than just fixing a sidewalk. Improving a sidewalk won't make people feel comfortable enough to start walking in neighborhoods they perceive as unsafe.
- The City needs to have a comprehensive approach for how community members get around throughout Stockton, not just downtown.
- I hope the near-term projects will demonstrate how successful these types of plans can be, and help the community understand the value of this effort.

Appendix

- Meeting Invitation
- Presentation

Appendix



Join us for a final discussion about walking & biking Downtown!

Greater Downtown Active Transportation Plan
Stakeholder Representative Group Meeting #3

Tuesday, August 4
1:00 - 2:00 p.m.

Hosted online through Zoom
[Register online here](#)



The draft Greater Downtown Stockton Active Transportation Plan is ready for review

Join the City and project team for the final Stakeholder Representative Group Meeting to review and discuss the draft active transportation plan. The plan recommends projects and programs designed to address needed improvements along important walking and biking routes in the greater downtown area.

Please RSVP through Zoom by Friday, July 31

Questions? Please contact Nicole Zhi Ling Porter at nporter@aimconsultingco.com.

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The Greater Downtown Active Transportation Plan will recommend active transportation projects throughout the City to:

- Create transportation connections to and from other areas in the City
- Enhance the walkability and bikeability of downtown





Greater Downtown Active Transportation Plan Final Recommendations

Stakeholder Representative Group Meeting

Stockton, CA

Dodgie Vidad

Tracy McMillan

Corinna Kimball-Brown

August 4, 2020

AGENDA

A background photograph showing a group of cyclists riding along a paved path. The path is bordered by tall, dry grass in the foreground and a chain-link fence with trees behind it. Several modern, black, multi-arm light fixtures are positioned along the path. The sky is clear and blue.

01 | Project Overview

02 | Existing Conditions

03 | Barriers and Gaps

04 | Recommendations

05 | Break-Out / Next Steps

PROJECT OVERVIEW

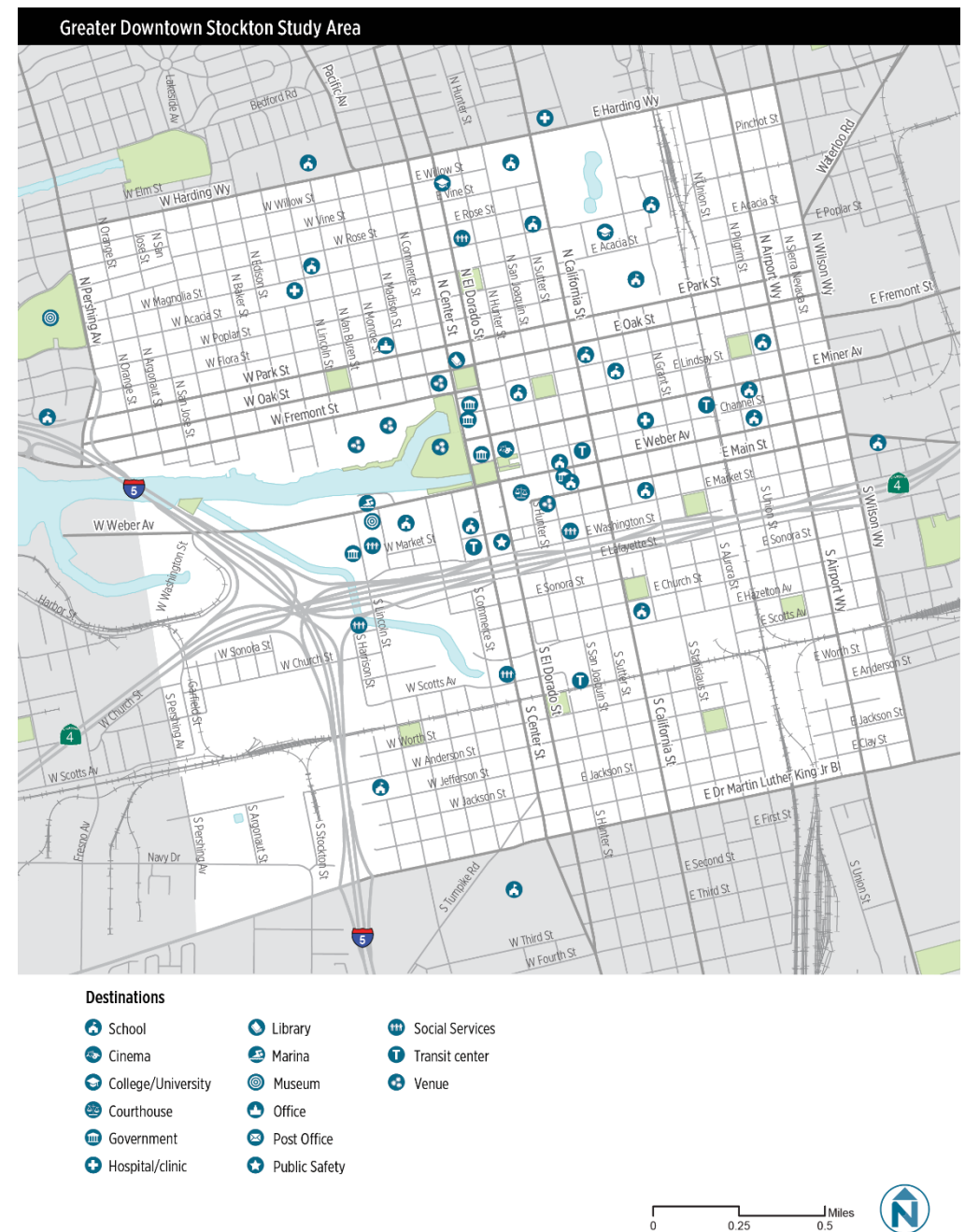
GOALS OF THE PLAN

- Provide a **safe, friendly** environment for pedestrians, bicyclists, and transit riders
- **Move more people** in the existing road space
- Enhance **health**
- Improve **air quality**
- Assist with **revitalization** of Stockton's core
- Enhance **livability**



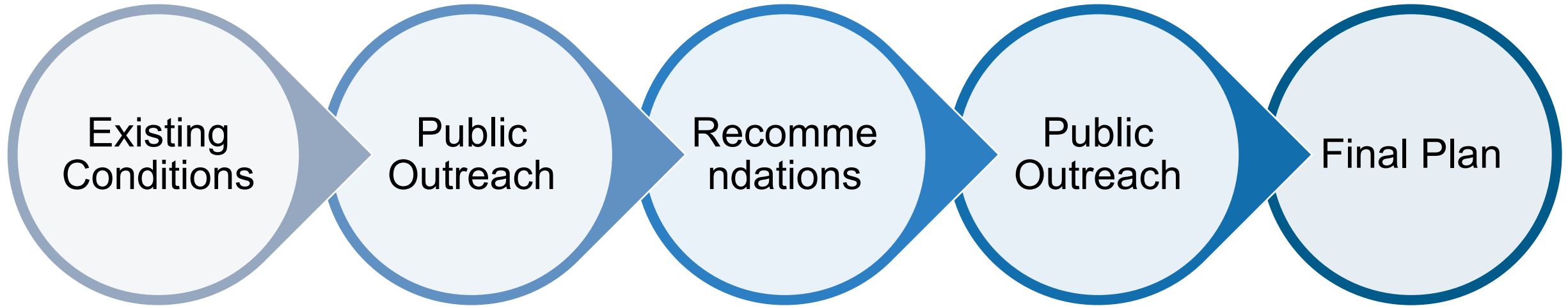
OUTCOMES OF THE PLAN

- Recommend projects to support walking, biking, and access to transit stations
- Build on the 2017 Bicycle Master Plan
- Increase public awareness and education



PROCESS

We are here.



Implementation

1. Short and long-term recommendations for projects, programs, and policies
2. Cost estimates and funding recommendations
3. Detailed project concepts

EXISTING CONDITIONS

ACTIVE TRANSPORTATION IN DOWNTOWN TODAY



WHAT WE HEARD

- Specific locations where walking and biking is difficult or uncomfortable
- General input on what types of improvements the community favors
 - Rectangular Rapid Flash Beacons
 - Wider sidewalks
 - Secure bike parking
 - Bike lanes (striped, buffered, and protected)
- Area-wide challenges
 - ADA accessibility
 - Poor sidewalk conditions
 - Lack of bike parking
 - School pickup and dropoff



RECOMMENDATIONS

RECOMMENDED STRATEGIES

Travel Demand Management

- Greater Downtown commute mode survey
 - Help understand how people get to work
- Travel smart outreach program
 - Targeted marketing and education to encourage residents and employees to choose active transportation



RECOMMENDED STRATEGIES

Biking and Walking

- Bike parking program
 - Request a rack
- Bike and/or scooter share
- Interim/pilot protected bike lane installations to support COVID recovery
- Open Streets program for COVID physical distancing



RECOMMENDED STRATEGIES

Infrastructure

- Access management
 - Driveway consolidation on commercial corridors
- Wayfinding
- Annual sidewalk infill program



RECOMMENDED STRATEGIES

Policies

- Vision Zero
 - Policies and programs aimed at eliminating deaths and serious injuries from traffic crashes
- Complete Streets policy
 - Policy that includes all modes in street design and operations
- Zoning and Development Code
 - Code can require elements like bike parking and pedestrian design in new developments



RECOMMENDED STRATEGIES

Future Planned Projects

- Railroad Crossing Improvements
- Curbside Management Strategy
 - Study to get a thorough understanding of on-street parking, loading and pickup/dropoff activity in Greater Downtown
- ADA Transition Plan
 - Identify deficiencies in sidewalks and curb ramps and create a plan to pursue funding and make improvements

DISCUSSION BREAK

INFRASTRUCTURE OPPORTUNITIES

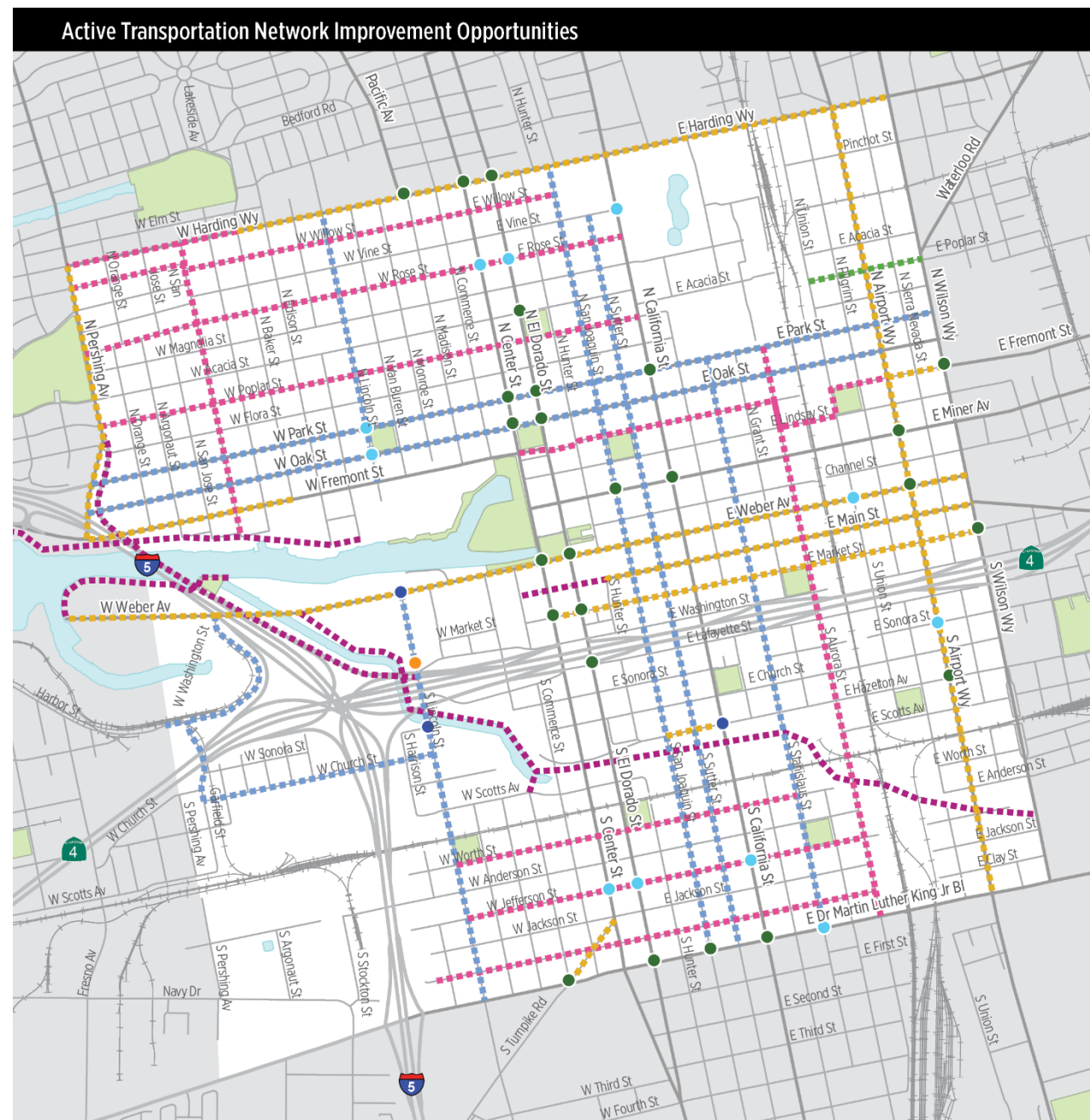
- Unbuilt and unfunded bikeways from the Bike Master Plan
- Additional bikeways from community & stakeholder input and staff assessment
- Difficult-to-cross locations based on roadway characteristics and public/stakeholder input

Proposed Bike Facilities

- Class I: Off-Street Path
- Class IV: Separated Bikeway
- Class II: Buffered Bike Lanes
- Class II: Bike Lanes
- Class III: Bicycle Boulevard
- Class III: Bike Route

Proposed Crossing Improvement Locations by Existing Traffic Control

- Signalized intersection
- Unsignalized intersection - three or four-way stop
- Unsignalized intersection - two-way stop
- Mid-block location








EVALUATION CRITERIA

	Criteria	Description	Scoring
1	Equity	A project receives points based on the density of people of color, people with low incomes, and low-income jobs that it serves	1-4; 0 if no population or jobs
2	Safety	A project receives points if it will provide safety improvements at a high-collision location	0-4 based on number of collisions
3	Connectivity	A project receives points based on how many destinations and existing bikeways it connects	1-4; 0 if no destinations
4	Transit	A project receives points if it serves a high-capacity transit stop	Crossings: No = 0, Yes = 4 Bikeways: 0-4 based on number of stops
5	Population and employment	A project receives points based on the density of jobs and residents it serves	1-4, 0 if no population or jobs
6	Level of traffic stress	A project receives points if it creates a bike facility with the lowest level of traffic stress	No = 0 Yes = 4
7	Economic development	A project receives points if it supports focused development areas as identified in the General Plan Infill scenario	No = 0 Yes = 4
8	Project readiness	A project receives points if it was prioritized in a prior planning effort, or if it has received funding for additional planning and design work	No = 0 Planned = 2 Funded = 4

NEAR-TERM RECOMMENDATIONS






Near-Term Recommended Bike Facilities

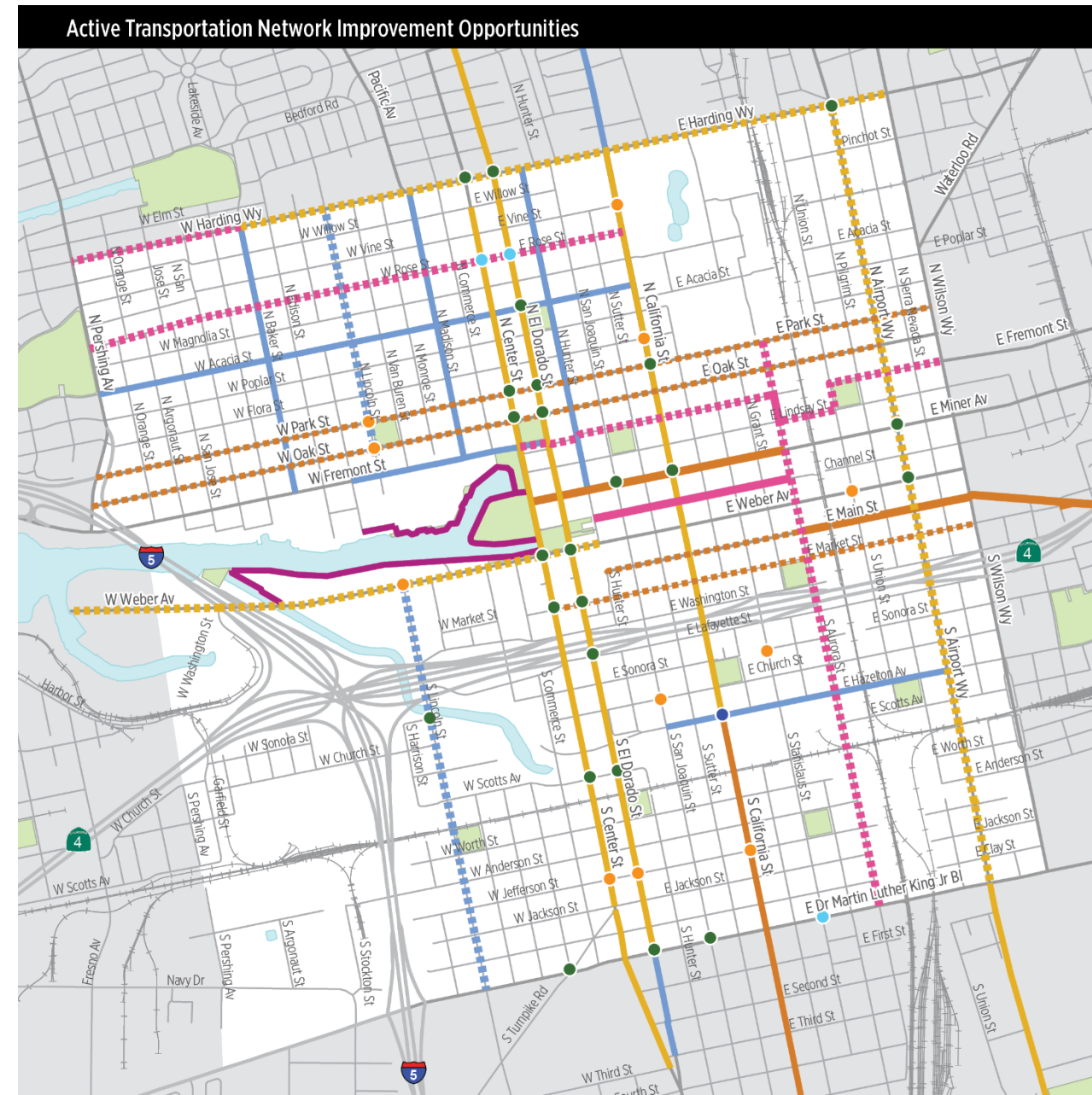
-  Class I: Off-Street Path
-  Class IV: Separated Bikeway
-  Class II: Buffered Bike Lanes
-  Class II: Bike Lanes
-  Class III: Bicycle Boulevard

Proposed Crossing Improvement Locations

- Curb extensions and high-visibility crosswalks
- RRFB
- Pedestrian signal

Existing and Funded Bike Facilities

-  Class I: Off-Street Path
-  Class IV: Separated Bikeway
-  Class II: Buffered Bike Lanes
-  Class II: Bike Lanes
-  Class III: Bicycle Boulevard



NEAR-TERM RECOMMENDATIONS

Crossing Improvements

- RRFB Installation
 - 11 locations
 - Requested by community
 - On bikeways
- Dr Martin Luther King Jr Blvd
 - Turnpike Rd
 - El Dorado St
 - Stanislaus St
- Center Street and El Dorado Street
 - Rose St
 - Oak St and Park St
 - Market St
 - Harding Way



NEAR-TERM RECOMMENDATIONS

Bikeway Projects

- Main Street/Market Street buffered bike lanes
- Weber Avenue protected bike lanes
- Bike Boulevards
 - Aurora Street
 - Rose Street
- Lincoln Street buffered bike lanes



NEAR-TERM RECOMMENDATIONS

Complete Streets Corridor Studies

- Airport Way
 - Assess travel and parking lane tradeoffs for installation of protected bike lanes
 - Include intersection treatments and sidewalk infill
- Fremont St/Park St/Oak St
 - Determine best east-west route, considering funded and proposed facilities on Fremont, Park, and Oak
 - Evaluate travel and parking lane tradeoffs
- Harding Way
 - High traffic volumes
 - Assess parking tradeoffs for protected bike lanes

DISCUSSION BREAK

NEXT STEPS

FUNDING & IMPLEMENTATION

- 6 Caltrans ATP or Measure K grant applications in progress
 - Main St./Market St. Complete Streets
 - Fremont/Park/Oak Bikeway
 - MLK Crossing Improvements + Downtown RRFB
 - Greater Downtown Bike Boulevards + Lincoln St. Bikeways
 - Center St./El Dorado St./SRTS Safety Connectivity
 - Airport Way Precise Road Plan



THANK YOU!



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